



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jared Huffman
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Huffman:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

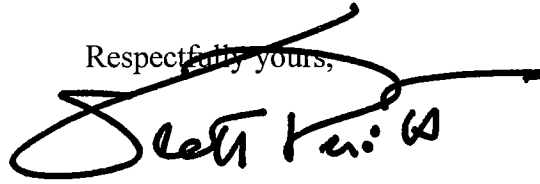
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Carlos Curbelo
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Curbelo:

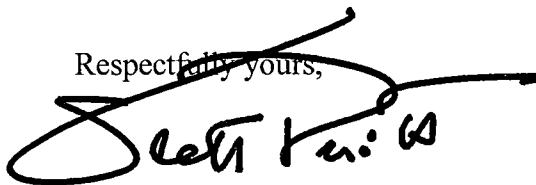
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable William Keating
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Keating:

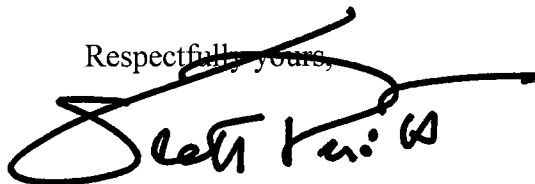
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jerrold Nadler
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Nadler:

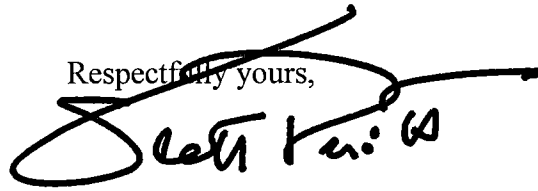
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", written over the closing "yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Alan Lowenthal
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Lowenthal:

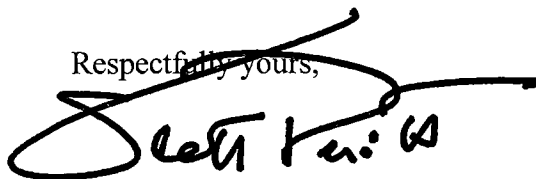
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Grace F. Napolitano
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Napolitano:

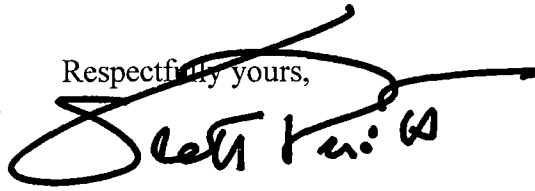
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable David Cicilline
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Cicilline:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

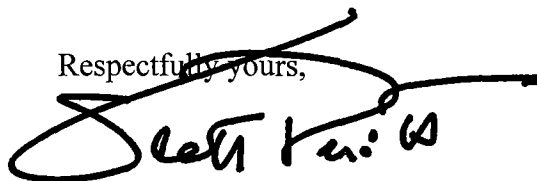
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mike Thompson
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Thompson:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

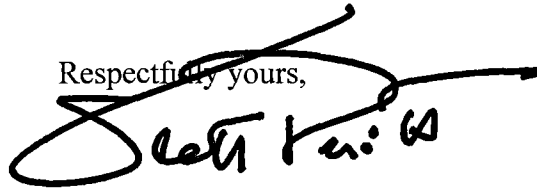
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Earl Blumenauer
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Blumenauer:

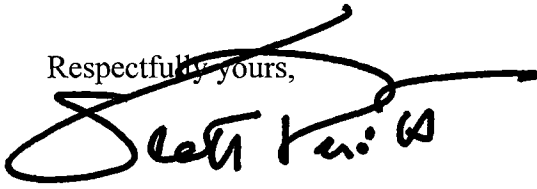
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Nydia M. Velazquez
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Velazquez:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable James Langevin
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Langevin:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

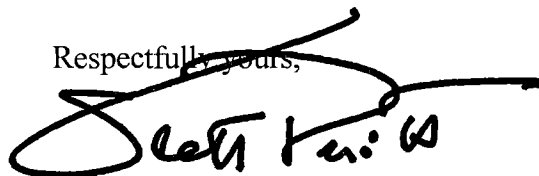
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Peter Welch
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Welch:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

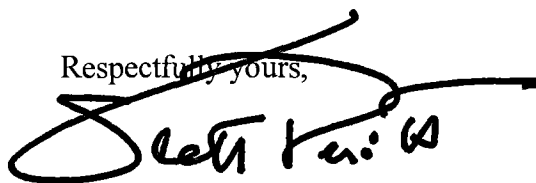
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Ted Lieu
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Lieu:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Pramila Jayapal
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Jayapal:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

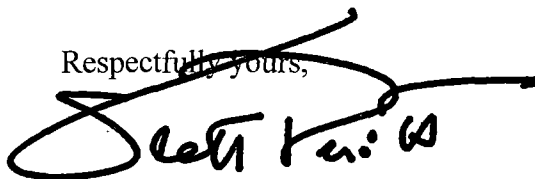
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jan Schakowsky
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Schakowsky:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

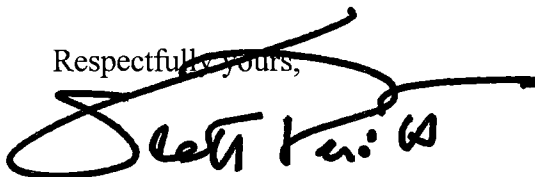
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", with a large, stylized flourish extending from the top of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Louise M. Slaughter
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Slaughter:

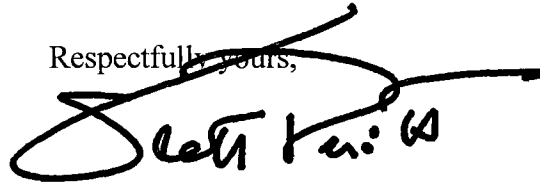
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Anna G. Eshoo
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Eshoo:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mark DeSaulnier
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman DeSaulnier:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

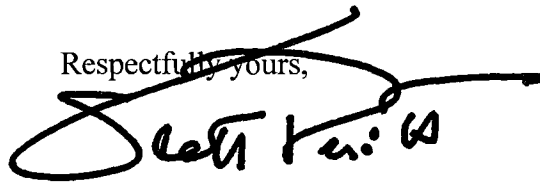
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mark Pocan
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Pocan:

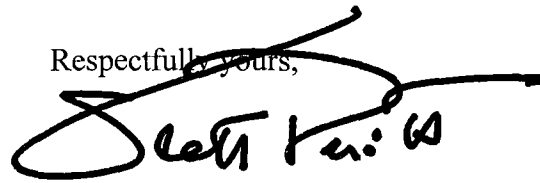
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Barbara Lee
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Lee:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Raul M. Grijalva
U.S. House of Representatives
Washington, D.C. 20515

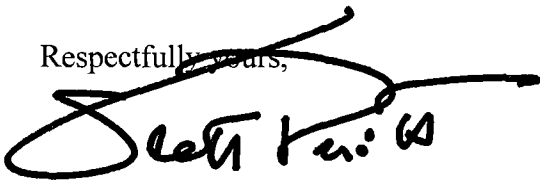
Dear Congressman Grijalva:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully,


E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jackie Speier
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Speier:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Salud Carbajal
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Carbajal:

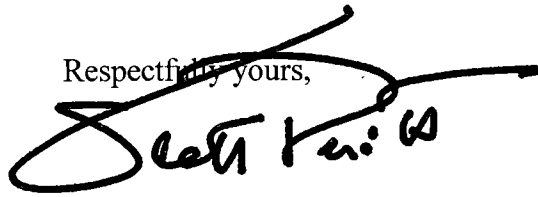
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Eric Swalwell
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Swalwell:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish above it.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jimmy Panetta
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Panetta:

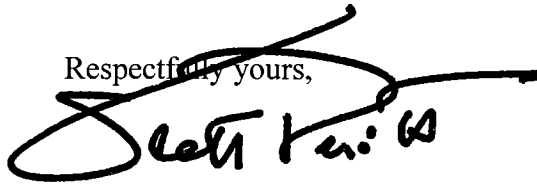
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized loop at the beginning and a horizontal line extending to the right.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Judy Chu
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Chu:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

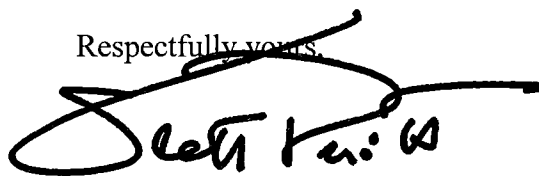
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jamie Raskin
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Raskin:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

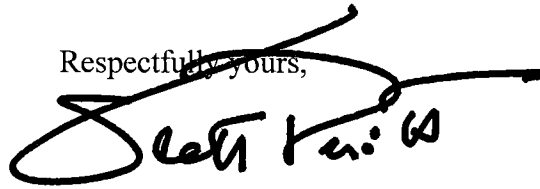
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Nanette Barragan
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Barragan:

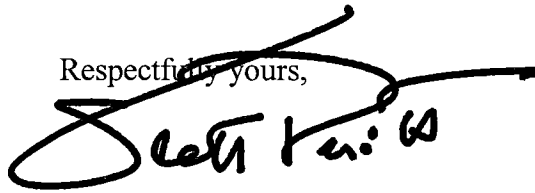
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Lucille Roybal-Allard
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Roybal-Allard:

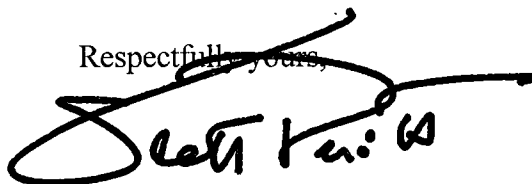
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jim Himes
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Himes:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

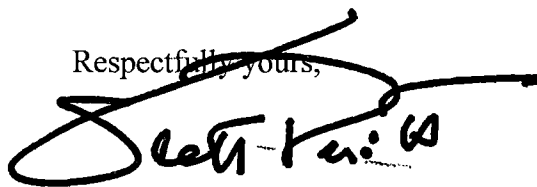
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Gerald E. Connolly
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Connolly:

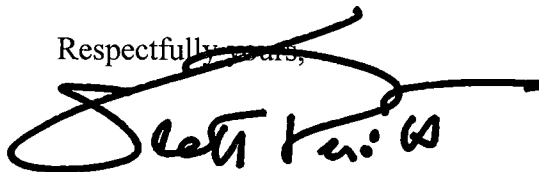
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Niki Tsongas
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Tsongas:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

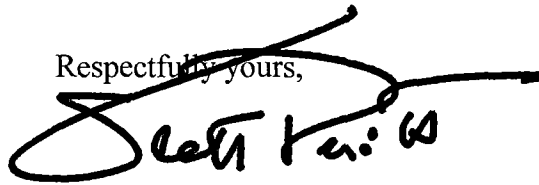
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Zoe Lofgren
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Lofgren:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable James P. McGovern
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman McGovern:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

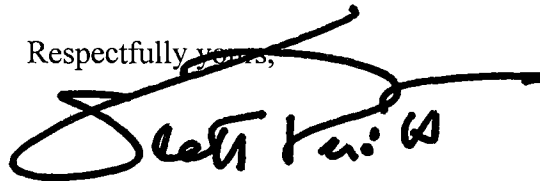
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Susan A. Davis
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Davis:

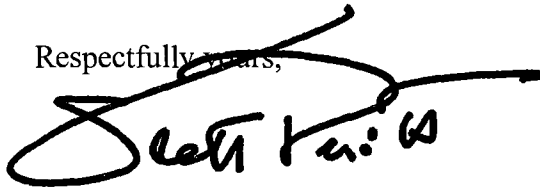
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully,
A handwritten signature in black ink, appearing to read "Scott Pruitt", is written over the word "Respectfully,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Donald M. Payne
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Payne:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

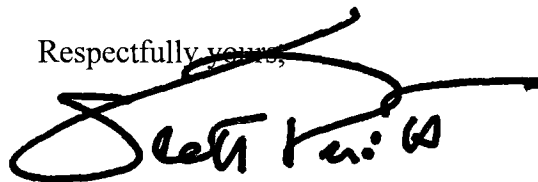
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Doris Matsui
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Matsui:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

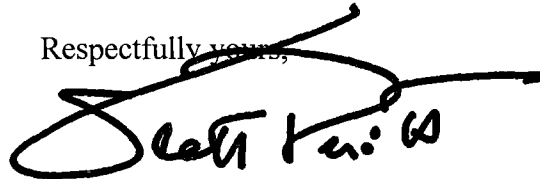
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Norma Torres
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Torres:

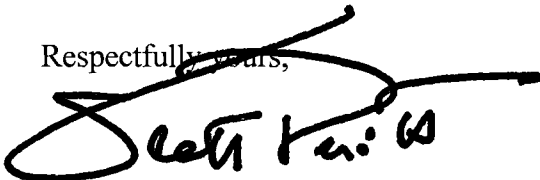
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully,
A handwritten signature in black ink, appearing to read "Scott Pruitt", is written over the word "Respectfully". The signature is stylized with a large, sweeping initial "S".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mike Quigley
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Quigley:

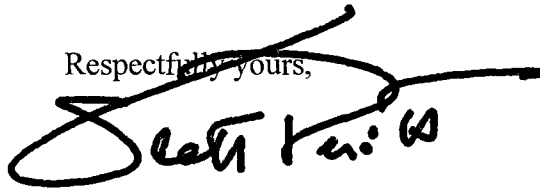
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Carol Shea-Porter
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Shea-Porter:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jared Polis
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Polis:

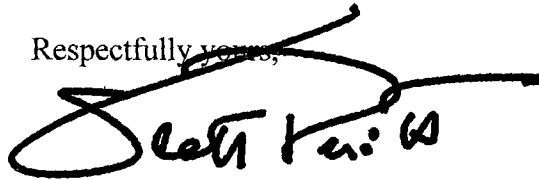
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Donald Beyer
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Beyer:

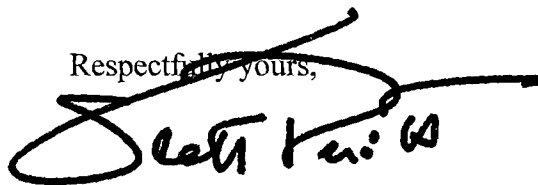
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable John Sarbanes
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Sarbanes:

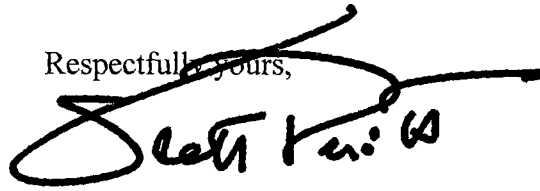
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Katherine Clark
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Clark:

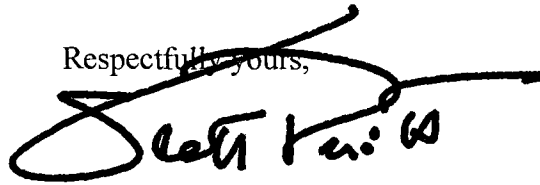
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mike Coffman
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Coffman:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

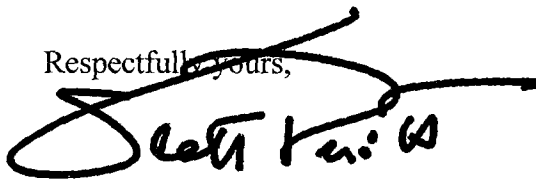
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Maxine Waters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Waters:

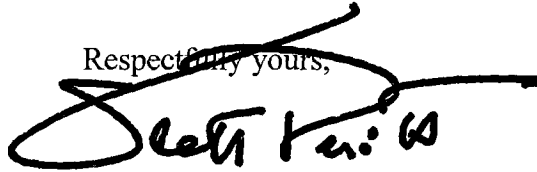
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", with a large, stylized flourish above it.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Adam Smith
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Smith:

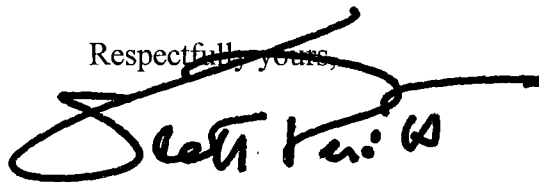
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Joseph Kennedy
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Kennedy:

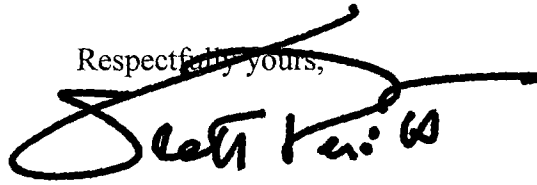
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Keith Ellison
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Ellison:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

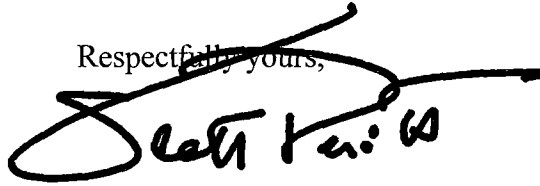
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Ro Khanna
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Khanna:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

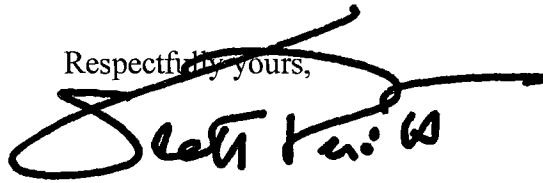
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Mark Takano
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Takano:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

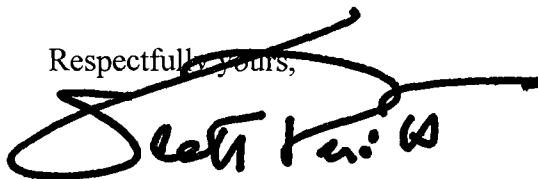
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Seth Moulton
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Moulton:

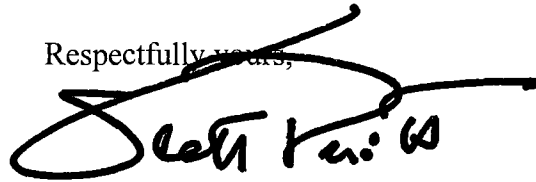
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Michael E. Capuano
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Capuano:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

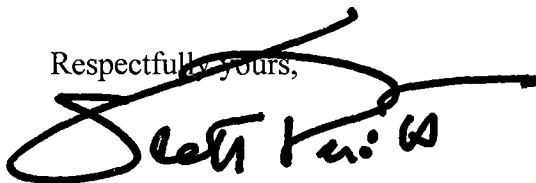
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Scott Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

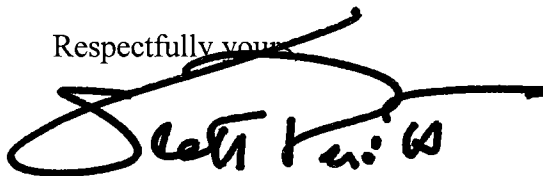
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the typed name.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Stephen F. Lynch
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Lynch:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

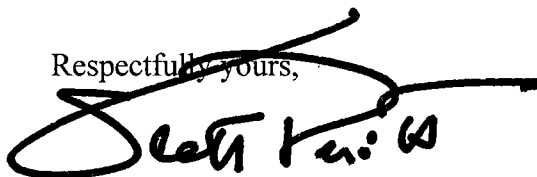
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Tony Cardenas
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Cardenas:

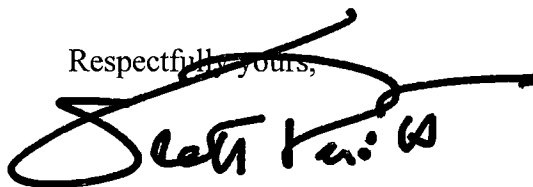
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Adam Schiff
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Schiff:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Grace Meng
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Meng:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.


As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Elijah E. Cummings
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Cummings:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Adriano Espaillat
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Espaillat:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Richard E. Neal
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Neal:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", written over the printed name.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Dwight Evans
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Evans:

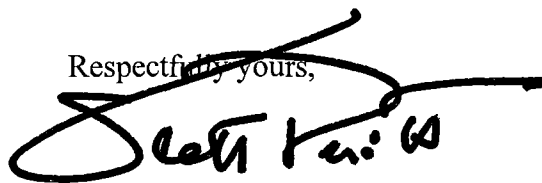
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Jerry McNerney
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman McNerney:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Dutch D.A. Ruppersberger
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Ruppersberger:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

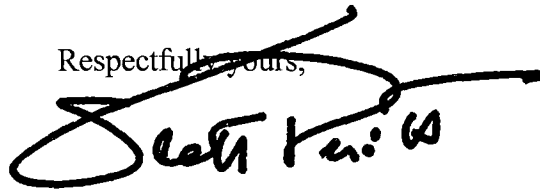
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Rick Larsen
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Larsen:

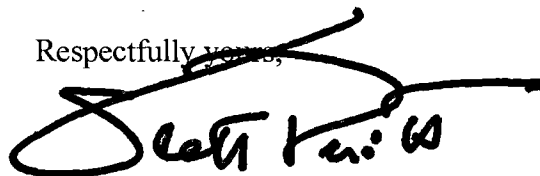
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Kathleen Rice
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Rice:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

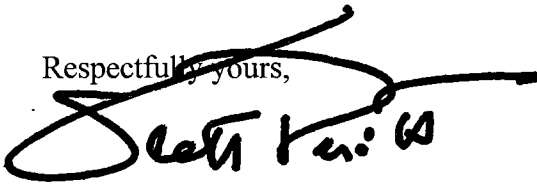
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Paul Tonko
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Tonko:

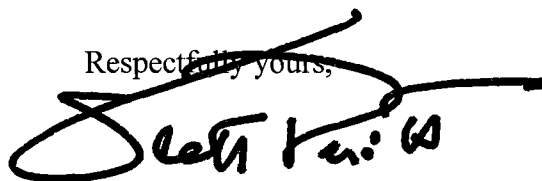
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Anthony Brown
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Brown:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, sweeping flourish extending from the end of the signature.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Linda Sanchez
U.S. House of Representatives
Washington, D.C. 20515

Dear Congresswoman Sanchez:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish above it.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Brendan Boyle
U.S. House of Representatives
Washington, D.C. 20515

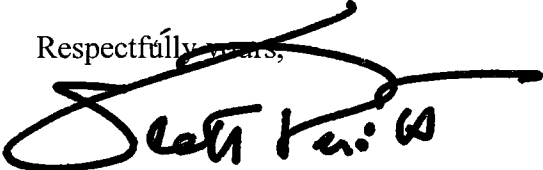
Dear Congressman Boyle:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully,


E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Robert A. Brady
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Brady:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

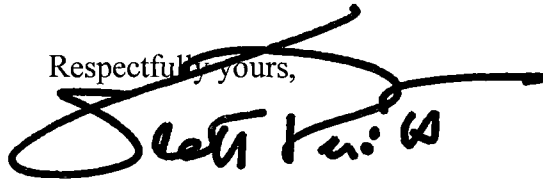
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", with a large, stylized flourish above it.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Michael F. Doyle
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Doyle:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Denny Heck
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Heck:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

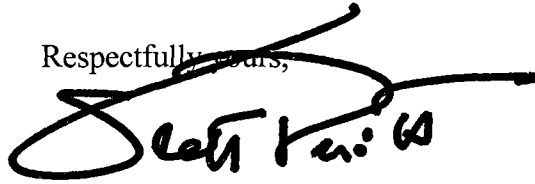
As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "E. Scott Pruitt", written over the "Respectfully yours," text.

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable Derek Kilmer
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Kilmer:

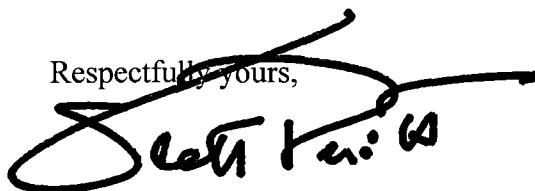
Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.

Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "Respectfully yours,".

E. Scott Pruitt



E. SCOTT PRUITT
ADMINISTRATOR

September 18, 2017

The Honorable John Delaney
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Delaney:

Thank you for your letter dated June 16, 2017, to the U.S. Environmental Protection Agency, regarding motor vehicle emission standards and the role that may be played by California and other states to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the EPA has a long track record of working with states and communities to improve air quality. Clean air for every American continues to be an important goal for the EPA, and I am committed to following the principles of cooperative federalism by ensuring that states have a seat at the federal rulemaking table. In a recent appearance before the House Appropriations Subcommittee on Interior, Environment and Related Agencies, I recognized California's leadership in clean air and the important role states play in achieving air quality standards. I also specifically addressed the waiver issue, testifying that "currently the waiver is not under review."

With regard to EPA's standards, in a March 22, 2017 Federal Register notice, the EPA announced its intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. Further, the EPA issued a Federal Register notice on August 10, 2017, inviting the public to submit comments, data, and information that may be relevant to the reconsideration. The EPA held a public hearing on September 6, 2017 in Washington, D.C. The Mid-term Evaluation process was established in the 2012 final rule establishing light-duty vehicle greenhouse gas emissions standards for model years 2017-2025 and requires EPA to determine no later than April 1, 2018, whether the standards for model years 2022-2025 are appropriate. As noted in the March 22, 2017 notice, in accord with this schedule, EPA intends to make a new Final Determination regarding the appropriateness of the model year 2022-2025 standards no later than April 1, 2018.



Again, thank you for your letter. If you have further questions, please contact me or your staff may contact Patricia Haman in the EPA's Office of Congressional and Intergovernmental Relations, at haman.patricia@epa.gov or (202) 564-2806.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Scott Pruitt", written over the closing "yours,".

E. Scott Pruitt

